

	A	B	C	D	E	F	G
1	## North America Emission Control Area Fuel Oil Non-Availability Report						
2	## ECA0100						
3	## 1	2	3	4	5	6	7
4	##						
5	##(Include Double Pound for comments, not form fields)						
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice
7	ECA0100	ED&F Man Shipping	Union Erwin	Marshall Islands	9456549	July 20th, 2015	Bukpyung, South Korea

	H	I	J	K
1				
2				
3	8	9	10	11
4				
5				
6	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption
7	Nakhodka, Russia; Philadelphia, PA	Nakhodka, Russia	They have proper fuel, vessel cannot burn it	They have proper fuel, but cannot burn it due to engine issues

	L	M	N	O	P	Q
1						
2						
3	12	13	14	15	16	17
4						
5						
6	Number of Fuel Suppliers Contacted	Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion	Name of First POC
7	0	8/19/2015	0900 hrs	3.50%	36	Philadelphia

	R	S	T	U	V
1					
2					
3	18	19	20	21	22
4					
5					
6	Compliance Fuel Oil Available at First POC?	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC?
7	Yes	No, compliant fuel is on board	0 Norfolk		Yes

	W	X	Y	Z
1				
2				
3	23	24	25	26
4				
5				
6	Plan to Bunker Compliance Fuel Oil at Second POC?	Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?
7	No	0	ETD 8/30/15	ETD 1200 hrs

	AA	AB	AC	AD	AE
1					
2					
3	27	28	29	30	31
4					
5					
6	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA	Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports
7	No	0	0	No	0

	AF	AG	AH
1			
2			
3	32	33	34
4			
5			
6	Designated Corporate Official Name	Designated Corporate Official E-mail	Designated Corporate Official Phone Number
7	Patrick Connor	patrickc@jsconnor.com	443-540-5175

	AI	
1		
2		
3		35
4		
5		
6	Description of Actions to Achieve Compliance	
7	Spare parts have already been ordered and will be delivered to vessel immediately. Chief Engineer believes he can make the necessary adjustments in port in order to depart with compliant fuel. While in port, vessels gensets / boiler will only be consuming compliant LSMGO fuel oil, as only M/E is struggling to burn low sulfur. Please note ship has been dry docked recently and had LSMGO tests done on their M/E and all was in good order. They are hoping the parts they receive will be allow them to burn this fuel effectively, but captain has indicated their is a possibility that the LSMGO fuel they received in Russia is of poor quality and this may be the cause of all of their issues.	